

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) Apparatus disposed between an internal combustion engine and a gear shift transmission unit for the absorption of torsional vibrations of an the internal combustion engine, comprising an input shaft between the internal combustion engine and a transmission, and a gear shift transmission unit drive shaft of the transmission, which is operatively associated with transversely to said input shaft, wherein each of the input and drive shafts includes a torsion bar that has having a lower torsional spring constant than the rest a remainder of the shaft shafts as a whole, and wherein the apparatus further includes a rotating mass device on each of the input and drive shafts~~[],]~~ and wherein the apparatus is disposed between the internal combustion engine and the transmission.

2. (Original) Apparatus according to claim 1, wherein the rotating mass devices include gears which are in engagement with one another.

3. (Currently Amended) Apparatus according to claim 2, wherein the drive shaft runs transversely across a longitudinal axis of the input shaft, and wherein the gears are bevel gears.

4. (Currently Amended) Apparatus according to claim 3, wherein the bevel gears include first and second hubs that surround the input shaft and the drive shaft, respectively, and wherein the apparatus further include first and second sets of driver teeth that are provided between the first and second hubs and the input shaft and the drive shaft, respectively.

5. (Currently Amended) Apparatus according to claim 4, further comprising a third hub for fixed gears of speeds of the ~~transmission and gear shift transmission unit and~~ a third set of driver teeth, the third hub being joined to the drive shaft by the third set of driver teeth.

6. (Currently Amended) Apparatus according to claim 1, further comprising a third hub for fixed gears of speeds of the ~~transmission and transmission unit~~ a third set of driver teeth, the third hub being joined to the drive shaft by the third set of driver teeth.

7. (Original) Apparatus according to claim 1, wherein the torsion bars are formed by one or more cross-sectional constrictions of the input shaft or drive shaft.

8. (Original) Apparatus according to claim 7, wherein the cross-sectional constrictions are provided in the vicinity of the hubs of the bevel gear of the input shaft and of the fixed gears of the drive shaft.

9. (Currently Amended) Apparatus ~~disposed between an internal combustion engine and a transmission~~ for the absorption of rotational vibrations of ~~an~~ the internal combustion engine, comprising:

an input shaft disposed between the internal combustion engine and a ~~gear shift transmission unit~~;

a ~~gear shift transmission unit~~ drive shaft operatively associated with ~~and arranged transverse to~~ the input shaft, wherein each of the input and drive shafts is a torsion bar of relatively lower torsional spring constant ~~when compared to the rest~~ ~~a remainder~~ of the shaft ~~in general as a whole~~; and

a rotating mass device on each of the input shaft and drive shaft, ~~wherein the rotating mass devices include respective~~ ~~including~~ ~~respective~~ ~~meshing~~ ~~gears meshing with one another~~, and ~~wherein the apparatus is disposed between the internal combustion engine and a transmission~~.

10. (New) Apparatus according to claim 9, wherein the torsion bars are formed by one or more cross-sectional constrictions of the input shaft or drive shaft.

11. (New) Apparatus according to claim 10, wherein the cross-sectional constrictions are provided in the vicinity of the hubs of the bevel gear of the input shaft and of the fixed gears of the drive shaft.

12. (New) A vehicle, comprising:
an internal combustion engine having a crankshaft;
a gear shift transmission unit, having a drive shaft;
an apparatus having an input shaft connected with the crankshaft via a clutch, and extending transverse to the drive shaft,
wherein each of the input and drive shafts include a torsion bar having a lower torsional spring constant than a remainder of the shafts as a whole and a rotating mass on each of the shafts.

13. (New) A vehicle according to claim 12, wherein the torsion bars are formed by one or more cross-sectional constrictions of the input shaft or drive shaft.

14. (New) A vehicle according to claim 13, wherein the cross-sectional constrictions are provided in the vicinity of the hubs of the bevel gear of the input shaft and of the fixed gears of the drive shaft.